

## CHAPTER 3 TRANSPORTATION

The transportation system includes both facilities and services to provide for the movement of people and goods within the community and between the community and the outside world. The system exerts a major influence upon local development opportunities and the life style of area residents.

This chapter describes existing transportation facilities and services, discusses key transportation issues and presents the year 2000 Transportation Plan.

### EXISTING TRANSPORTATION

Transportation facilities consist of regional roads, "farm-to-market" county roads, trails, community streets, alleys, sidewalks, parking spaces, and the railroad lines. Specific services that might provide an alternative to automobile travel are limited.

Several paved regional roads serve Denton. West Denton Road provides paved access, east, to SW 12th Street, then north to Lincoln. State Spur 55 A provides access north to U.S. 6 and SW 98th Street south to State Highway 33. Lincoln is east on U.S. 6 and Crete is west on 33.

U.S. 6 and State Highway 33 are on the Federal Aid Primary Highway System. State Spur 55 A, Denton Road east of 55 A, Saline Avenue, Third Street and SW 98th Street are on the Federal Aid Secondary Highway System.

Denton community streets form a north-south and east-west pattern modified by the diagonal course of the rail line. Street surfacing is entirely gravel. The surface is generally wide enough for two approaching cars to pass except for Lancaster Avenue north of new Village Hall. One block of Lancaster Avenue in the village center includes curb and sufficient width for diagonal parking.

Other transportation facilities and services include the "Handi-Van" provided by the Lincoln Area Model Project on Aging (LAMP) and a scattering of older sidewalks.

### TRANSPORTATION ISSUES

In general the existing streets and roads will adequately handle current and projected traffic circulation needs. However, improvement of existing community streets would be desirable and if new portions of the community develop, street extensions and new street construction will be required. The community must also consider other important transportation improvements including pedestrian and bicycle facilities and public transit service.

## Street Maintenance and Planning Responsibility

Denton, as a municipality, is responsible for the maintenance of community streets within its corporate limits. County roads are the responsibility of the county. Regional roads are a combination of federal, state and local responsibility. When annexation takes place, the accompanying community streets and county roads become the maintenance responsibility of the municipality. The municipality also assumes any bonded indebtedness connected with the improvement of community streets. It is therefore important that Denton would review the location, design, construction and financing of streets and roads that ultimately might be a part of Denton.

Denton, as a village incorporated in Nebraska, is responsible for review and coordination of street planning within its entire one mile jurisdiction. Street planning includes the Transportation Plan and its implementation. Implementation is aided by the six-year road program and through the enforcement of subdivision ordinances within the one mile area.

## Functional Street Classification

All streets and roads should be classified according to their intended use. Functional classification and implementation of accompanying standards can increase the efficiency of the street and road network.

The State has established "Specific Criteria" for the classification of "Rural Highways" (designated by counties) and "Municipal Streets" (designated by municipalities) as follows: 1) Interstate, 2) Expressway, 3) Major Arterial, 4) Other Arterial, 5) Collector, and 6) Local.<sup>1</sup> The designation of municipal streets is dependent upon the designation of the rural system by the County. (See Table 4)

TABLE 4  
STREET CLASSIFICATION COMPARISON

<u>MUNICIPAL</u> <sup>1</sup>	<u>COUNTY</u>
Major Arterial	Major Arterial (State & Federal Highway
Other Arterial	Other Arterial/Major Collector
Collector	Minor Collector/Local
Local	Local

<sup>1</sup> 1-5,000 Population

<sup>1</sup> Procedure for Classification and Standards, the Board of Public Roads Classifications and Standards, 1974.

TABLE 5  
STREET STANDARDS

	LOCAL	COLLECTOR <sup>1</sup>	ARTERIAL <sup>1,2</sup>
Right-of-way (feet)			
Rural (open storm drainage)	66	70	80
Urban (curb & gutter)	60	70	80
Paving Width (feet)			
Rural (open storm drainage)	22	24	24
Urban (curb & gutter)	26	36	44

<sup>1</sup> If on Federal, State, or County system excluding locals,  
those standards should apply.

<sup>2</sup> Includes both Major & Other Arterial

#### Future Street Design

If new areas develop, curvilinear streets, following local topography, should reduce land areas required for roadways, improve safety conditions, and result in more varied building sites. The use of "T" intersections could also improve safety conditions.

In addition, new alignments must relate to the overall street system. Certain streets must be continuous, new streets should connect with existing segments and new streets should provide for their possible extension, to avoid "land-locking" development sites. East-west circulation, either vehicular or pedestrian, is difficult. Future subdivisions between West Denton Road and Third Street should include east-west cross streets and pedestrian ways. An east-west street should form the northern boundary of the former school site or any possible park expansion at that site.

#### Parking Space

If a certain level of parking demand is present or anticipated and such demand will be primarily accommodated on-street, street construction should include additional paving width and curbs. In areas of potentially high parking demand; the village center, the industrial area and the former school site; a minimum of 36 feet of pavement could accommodate two slow moving lanes and two parallel parking lanes. On local residential streets a minimum of 26 feet of pavement could provide two slow traffic lanes and one parallel parking lane or one traffic lane and two parking lanes. Curbs should be included for the protection of the pavement edge in areas of potentially high or moderate parking demand; the village center, the industrial area and areas of more intensive residential development.

Off-street parking might be considered as an option or in addition to street parking. An ordinance requiring off-street parking might best serve the residential area.

### Alternatives to Driving Automobiles

While the automobile has improved the mobility of the majority of Denton residents, the predominance of the automobile and dependence upon the automobile presents those unable to drive and the lower income households with a hardship. Critically needed services are no longer available in Denton, public transit is now almost non-existent, and the costs of owning and operating an automobile consume large portions of the income of lower income families.

Three strategies for supplying critically needed services to dependent people (elderly and handicapped) have been considered. There is overwhelming support of two; the continuation of programs providing "mobile services" such as the Lincoln-Lancaster County Health Department's Visiting Nurse Program and the Lincoln City Library's Mail-a-Book Program and programs providing necessary transportation such as LAMP's Handi-Van. A third strategy would include a regional program that would assist dependent people, if they desire such assistance, to move to cities such as Lincoln and Crete where services should be more readily available.

A number of actions should be taken to improve the availability of needed transportation. While problems are recognized, a local carpooling program could assist the matching of drivers and riders. The Lincoln Transportation System has offered to extend charter bus service to the rural area of Lancaster County "at cost", going to Lincoln about 10 A.M. and returning about 3 P.M. (off-peak hours), say one day a week. Denton residents believe there is insufficient demand to justify such a service just serving Denton, but think a service between Lincoln and Crete through Denton might be justified. However, there might be legal complications with such a service -- not just with the Lincoln Charter but perhaps also with State and Federal regulations.

### Railroad Lines

The Burlington Northern Railroad serves Denton with approximately six trains per day estimated in 1974. It is anticipated that traffic will increase to 10 or 11 trains per day by 1980.<sup>1</sup> Safety at crossings with streets and sidewalks should be improved. The proposed U.S. 77 West By-Pass and the consolidation of rail crossings with grade separations should improve access and safety for travel to Lincoln.

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1 Railroad Transportation Safety District

## Pedestrian and Bicycle Facilities

A majority of area residents, according to the Attitude Survey, want more effort going to sidewalk construction. Denton should implement a sidewalk program that might include the mandatory construction of high priority sidewalks. An ordinance should require new development areas to include the construction of sidewalks. The width and location of any sidewalks should be standardized--a 4-foot width in most areas and perhaps wider in the village center and a specific location within the street right-of-way near the property line.

The Future Countywide Park Plan recommends creation of a park along Haines Branch connecting Conestoga Lake and Pioneers Park as a continuous park. Local residents might cooperate with the County on any proposals to develop recreational trails in the area.

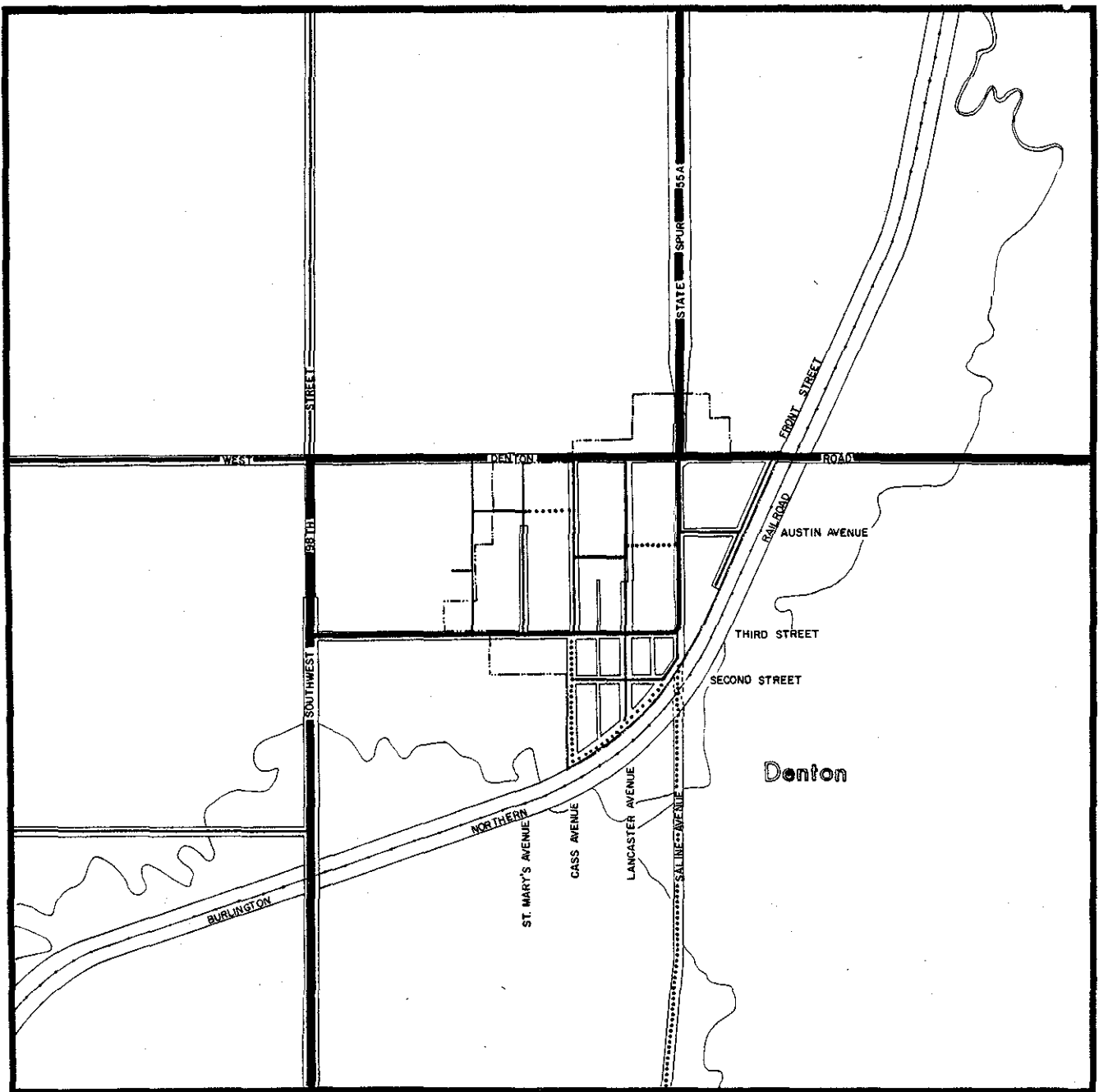
## TRANSPORTATION PLAN

The Transportation Plan, illustrated on Map 6, establishes a community street system for serving existing and projected community development. It is based upon the regional traffic network and local circulation needs of the land development indicated in the Land Use Plan.

The plan designates all existing and future streets as either arterial, collector or local streets. The design and construction of streets and the public dedication of future streets will be guided by the minimum standards listed in Table 5 in previous section. Urban standards should apply to new subdivisions and the intention is that all streets be improved to those standards as funds become available.

New local streets will serve the new development areas and provide for improved circulation. Local streets will be developed in conjunction with plans for future land development. East-west streets and pedestrian ways will be included in new subdivisions between West Denton Road and Third Street.

In addition to the street system, other transportation improvements will be made. Street paving between existing curbs in the village center will improve its appearance. New sidewalk construction in the village center and residential areas will improve the ease and safety of pedestrian movement. Safety at railroad crossings with vehicular and pedestrian traffic will be improved. A recreational trail, developed in conjunction with new park development, and a system of pedestrian ways will be provided. Access to Lincoln and Crete will be improved by a locally initiated carpooling program and hopefully an expanded "Handi-Van" type service at regional level.



Map 6  
TRANSPORTATION PLAN

